

COUNTRY	Germany (Soviet Zone)	REPORT NO.	
TOPIC	Central Motor Vehicle Repair Shop		25X1
EVALUATION		MAINTAINED	25X1
DATE OF CONT			
DATE OBTAINED		DATE PREPARED	31 July 1952
REFERENCES			25X1
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REMARKS			

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1. During the period from 15 April to 24 May 1952, the Soviet central motor vehicle repair shop at Zeosen received the following shipments:

about 240 damaged vehicles from the troops;
old engines from the troops which included 102 of type Chevrolet,
22 of type ZIS, 5 of type Ford and 2 of type Studebaker;
new engines from the NAG Oberschoeneweide which included 97 of type ZIS,
87 of type Chevrolet, 87 of type Ford, 45 of type Studebaker and 5 of type
Willys.

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2. Outgoing shipments handled during the same period of observation included:

about 325 motor vehicles, mostly trucks, issued to the troops; new engines
issued to the troops, including 107 of type Chevrolet, 19 of type ZIS,
10 of type Ford and 2 of type Studebaker; and old engines issued to the NAG
Oberschoeneweide, 108 of which were Ford, 107 Chevrolet, 103 ZIS, 69 Stude-
baker, and 10 Willys.

3. 145 trucks and about 20 tank trucks
were completely overhauled at the shop in April 1952. During three years
at the installation, about 100 of the damaged trucks
turned in were deadlined. The chassis of these vehicles were still in the
shop area.

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(1)
(2)

4. Major Mazarov (fnu) the commandant of the Zeosen shop left for reassignment
in May 1952. He was allegedly to be succeeded by a lieutenant colonel of the
NAG Oberschoeneweide. (3)

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5. The quota of motor vehicles to be repaired at the Soviet central motor vehicle
repair shop, Zeosen, was 125 motor vehicles of various types and
20 tank trucks in April 1952 and 150 trucks and 20 tank trucks in May 1952.

6. Between 2 April and 30 May 1952, about 150 motor vehicles were turned in for repair.

7. Outgoing shipments during that period included about 300 trucks, 26 tank trucks, [redacted] and 19 workshop trucks, [redacted]

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8. On 24 April, the repair plant was inspected by a Soviet colonel who was said to be the successor to the major of the plant in Schoeneweide and who inspected all installations that were connected with the Schoeneweide plant. It was said that the major in Schoeneweide would be re-assigned to Moscow. On 3 May, the repair plant was inspected by a lieutenant colonel who allegedly was to relieve the commandant of the Zeesen plant. The commandant was going on leave prior to his reassignment. The new chief of the Zeesen plant was allegedly Lieutenant Colonel Pabelov (fnu). (2)

9. There was still a bottleneck in deep-drawn sheet metal. On 16 May, the plant received one ton of silver steel with a diameter of 8 mm from Kotschendorf. The silver steel was allegedly taken from stocks of prior to 1945. It was used for the manufacture of lock screws as no iron was available. (4)

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[redacted] Comments.

(1) The plant in Zeesen is a branch plant of the 53d Central Repair Shop of the GOFG in Berlin-Oberschoeneweide. In addition, it is collecting and issuing center for damaged and repaired vehicles. The rate of incoming damaged vehicles has increased as compared to March 1952. The increase is probably due to the troop maneuvers.

(2) [redacted] 25X1

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[redacted] the motor vehicles belong to elements of the GOFG, the Air Force and Navy, the First through Fourth Gds Meez Armies, the Third Shock Army, the Eighth Gds Army, and the IV Arty Corps.

(3) Major Mazarov (fnu) is known as commandant of the Zeesen plant. His reassignment is mentioned for the first time. Lieutenant Colonel Pabelov (fnu), see paragraph 8, is also reported for the first time.

(4) The bottleneck in raw material was previously reported. [redacted] 25X1

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